

**LEGISLATIVE SERVICES AGENCY  
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

301 State House  
(317) 232-9855

**FISCAL IMPACT STATEMENT**

**LS 7273**

**BILL NUMBER:** SB 254

**DATE PREPARED:** Feb 14, 2001

**BILL AMENDED:**

**SUBJECT:** Extra Heavy Duty Highways.

**FISCAL ANALYST:** James Sperlik

**PHONE NUMBER:** 232-9866

**FUNDS AFFECTED:**     **GENERAL**  
                              **X DEDICATED**  
                              **X FEDERAL**

**IMPACT:** State

**Summary of Legislation:** This bill adds Highway 23, from Highway 31 to a point 2.3 miles south of Highway 31, to the list of extra heavy duty highways.

**Effective Date:** July 1, 2001.

**Explanation of State Expenditures:** (Revised) The provisions of this bill will not require any additional expenditures over and above what the INDOT already had planned. The amounts which appear in the paragraphs below would be expended without this bill. This bill may cause the expenditures to be incurred earlier.

*Background:* The Indiana Department of Transportation (INDOT) initially reported that two bridges and one at-grade railroad crossing exist on this section of the highway and that both bridges are scheduled for work; one is to be replaced and the other is to be removed (INDOT adds that they are proposing that a private access road under State Road 23 be closed). After further review, the INDOT now reports that the two bridges are not factors for the following reasons: the bridge on State Road 23 over U.S. 20 already is used for Extra Heavy Duty trucks. The second bridge that was thought to be a factor is south of and not part of the proposed route.

There will be immediate costs for this segment of State Road 23 estimated at approximately \$1.5 M. The long-term costs (5-15 years) would be about \$9 M. The funds affected are the State Highway Fund and federal funds, if available. However, the INDOT has reported that the costs listed in this estimate will be covered by routine preservation and improvements and the bill will require no additional funds.

The reconstruction of the railroad crossing, necessary to re-time the crossing advanced warning and reconstruct the crossing surface for the new loadings, is estimated to cost approximately \$250,000. Some of this work would have to be done immediately upon routing extra heavy duty truck traffic (known as

Michigan Train traffic) on this segment of State Road 23, while some of the work could be delayed (not more than 1-2 years for the crossing surface work). In any case, the additional weight would cause the crossing surface to deteriorate more quickly than would be normally expected, resulting in future costs, currently indeterminable, for both the INDOT and the owning railroad.

The INDOT will not incur any additional expenditures over and above what the INDOT already had planned. The following represents an analysis of the work that is needed to be completed and would have been completed without this bill. With respect to the pavement itself, the existing pavement could not hold up under routine Michigan Train traffic. Before Michigan Train traffic would be permitted on this route, the pavement itself would require immediate structural resurfacing, costing under \$1 M. Further, due to the poor alignment of the highway and the typical cross-section of the segment of State Road 23, the road would require eventual reconstruction, costing about \$6 M. The eventual reconstruction of the highway would address safety concerns such as sight-distances, shoulder functionality (The existing pavement generally has one-foot, paved shoulders with two additional feet of graded shoulders.), access reconfiguration (The existing road has too many local property access points to be a Michigan Train route given sight geometry and Michigan Train characteristics.), and guardrail/barrier capabilities.

In summary, the immediate costs associated with this segment of State Road 23 are estimated at approximately \$1.5 M. The long-term costs (5-15 years) would be about \$9 M. These expenditures had been planned without this bill. However, this bill expedites the expenditures.

**Explanation of State Revenues:**

**Explanation of Local Expenditures:**

**Explanation of Local Revenues:**

**State Agencies Affected:** Department of Transportation.

**Local Agencies Affected:**

**Information Sources:** Firooz Zandi, Acting Chief Engineer, INDOT, 232-5522; Kathy Noland, Director of Public and Legislative Affairs for the INDOT, 232-0694; John Weaver, Chief of Program Development for the INDOT, 232-5458.